AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application:

LISTING OF CLAIMS:

1.   (Withdrawn) A pneumatic tire in which a plurality of blocks demarcated by circumferential grooves extending in a circumferential direction of the tire and grooves intersecting the circumferential grooves, are provided on a tread,

wherein at least a portion of a block edge is chamfered from the side of a block center to a groove wall surface of each of the blocks;

a heightwise cross sectional form of a chamfer portion perpendicular to the groove wall surface is formed by a combination of a plurality of chamfer forms;

an angle formed by a tangential line of the chamfer portion with respect to a horizontal extension line of the surface of the block center in a heightwise cross section perpendicular to the groove wall surface increases from the side of the block center to the side of the block end; and

a heightwise cross sectional form of the chamfer portion is provided such that the side of the central portion of the block thereof is formed as a straight line portion and the side of the block end thereof is formed by at least one curved line portion having a fixed curvature.

2.   (Canceled)

3.   (Withdrawn) A pneumatic tire according to claim 1, wherein the cross sectional

form of the chamfer portion is comprised of two curved line portions having different curvatures.

4.   (Withdrawn) A pneumatic tire according to claim 1, wherein when in the

heightwise cross section perpendicular to the groove wall surface, a length of the chamfer

portion measured along a horizontal extension line of the surface of the block central portion is

represented by Li and a likewise measured length of the block is represented by LO, the ratio

Li/LO is in the range from 0.02 to 0.3.

5.   (Withdrawn) A pneumatic tire according to claim 1, wherein a distance,

measured along a radial direction of the tire, between the horizontal extension line of the surface

of the block central portion and an intersection point of the chamfer portion and the groove wall

surface is in the range from 0.10 to 2.50 mm.

6.   (Withdrawn) A pneumatic tire according to claim 1, wherein when a heightwise

distance between a groove bottom of the block and the intersection point of the chamfer portion

and the groove wall surface is represented by H1 and the maximum height of the block is

represented by HO, the ratio H1/HO is greater than or equal to 0.75 and less than 1.0.

7.   (Withdrawn) A pneumatic tire according to claim 1, wherein the cross sectional form of the chamfer portion changes at a peripheral edge of the block for each portion of the block.

8.   (Currently Amended) A pneumatic tire comprising a tread including a plurality of blocks demarcated by circumferential grooves extending in a circumferential direction of the tire and grooves intersecting the circumferential grooves,

wherein a peripheral protuberant portion is formed on a tread surface of each block in the vicinity of an end edge thereof in such a manner so that the height of the block gradually and continuously decreases toward from a top of the peripheral protuberant portion to the block end edge and also toward from the top of the peripheral protuberant portion to a maximum depth portion in a central portion region of the block.

9.   (Original) A pneumatic tire according to claim 8, wherein the peripheral protuberant portion is formed in at least both end edges of the block in the cross section of the block taken along the heightwise direction.

10.   (Previously Presented) A pneumatic tire according to claim 9, wherein the peripheral protuberant portion is disposed in vicinities of the end edges at both sides of the block in the circumferential direction of the tire.

11. (Previously Presented) A pneumatic tire according to claim 9, wherein the peripheral protuberant portion is disposed in vicinities of the end edges at both side of the block in the transverse direction of the tire.

12. (Currently Amended) A pneumatic tire according to claim 9, wherein a dimension HH1 measured along a radial direction of the tire, between an intersection point of a groove wall surface of the block and the peripheral protuberant portion, and a height position of a-the top of the peripheral protuberant portion is in the range from 0.1 to 2.5 mm.

13. (Currently Amended) A pneumatic tire according to claim 8, wherein a dimension HH2 measured along the radial direction of the tire, between a-the maximum depth portion in a the central region of the block and the height position of the top of the peripheral protuberant portion is in the range from 0.1 to 2.50 mm.

14. (Currently Amended) A pneumatic tire according to claim 8, wherein the ratio between a dimension HH1 measured along a radial direction of the tire, between an intersection point of a groove wall surface of the block and the peripheral protuberant portion, and a height position of a-the top of the peripheral protuberant portion, and a dimension HH2 measured along the radial direction of the tire, between a-the maximum depth portion in a-the central region of

the block and the height position of the top of the peripheral protuberant portion, that is,

HH2/HH1, is 1.5 or less.

15.   (Previously Presented) A pneumatic tire according to claim 8, wherein a

dimension LL1 measured in a direction of the tread surface, between the intersection point of the

groove wall surface of the block and the peripheral protuberant portion, and the top of the

peripheral protuberant portion is 10.0 or less.

16. (Previously Presented) A pneumatic tire according to claim 8, wherein the ratio

between a dimension LL1 measured in a direction along the tread surface, between the

intersection point of the groove wall surface of the block and the peripheral protuberant portion,

and the top of the peripheral protuberant portion, and a dimension LL2 measured in the direction

along the tread from the top of the peripheral protuberant portion to the maximum depth portion

in the central region of the block, that is, LL1/LL2 is 2.0 or less.

17. (Currently Amended) A pneumatic tire according to claim 8, wherein the ratio

between a dimension HH1 measured along a radial direction of the tire, between an intersection

point of a groove wall surface of the block and the peripheral protuberant portion, and a height

position of a-the top of the peripheral protuberant portion, and a dimension LL1 measured in a

direction along the tread surface, between the intersection point of the groove wall surface of the

block and the peripheral protuberant portion, and the top of the peripheral protuberant portion,

that is, HH1/LL1 is 1.0 or less.

18. (Currently Amended) A pneumatic tire according to claim 8, wherein the ratio

between a dimension HH2 measured along the radial direction of the tire, between a-the

maximum depth portion in a-the central region of the block and the height position of the top of

the peripheral protuberant portion, and a dimension LL2 measured in the direction along the

tread from the top of the peripheral protuberant portion to the maximum depth portion in the

central region of the block, that is, HH2/LL2 is 1.0 or less.

19. (Previously Presented) A pneumatic tire according to claim 8, wherein the ratio

between the maximum height HO and the minimum height T1 of the block, that is, T1/HO is set

in the range of 0.75 ≤T1/HO < 1.0.

20. (Previously Presented) A pneumatic tire according to claim 8, wherein the

peripheral protuberant portion is formed along an entire periphery of the end edge of the block.

21. (Previously Presented) A pneumatic tire according to claim 8, wherein at least a

portion of a block edge is chamfered from the side of a block center to a groove wall surface of

each of the blocks; and an angle formed by a tangential line of the chamfer portion with respect

to a horizontal extension line of the surface of the block center in a heightwise cross section

perpendicular to the groove wall surface increases from the side of the block center to the side of

the block end.

22.   (Previously Presented) A pneumatic tire according to claim 21, wherein said angle

increases smoothly toward the side of the block end.